

# LINK LIGHT RAIL



## COMING TO SEATTLE

In 1996, King County voters approved *Sound Move*, a regional transit plan for light rail (Link), commuter rail, and regional express buses. This comprehensive program also includes new park and ride lots, transit centers and HOV lanes. Sound Transit is delivering the services promised by Sound Move and has partnered with the City of Seattle to open the first Link segment by 2009, moving riders between Seattle and the SeaTac Airport.

Link is a key element of the City’s growth management strategy, enhancing efficient, coordinated transportation and encouraging vital, dense urban neighborhoods. Working together, the City and Sound Transit are realizing a common goal — to provide residents with a new, reliable transportation option through light rail.



Interurban tracks running below Rainier Avenue, 1936.

(Seattle Municipal Archives Photographic Collection)



Map of the Central Link Light Rail Line.





# DESIGNING THE SYSTEM

## Design Review and the Light Rail Review Panel

Developing the light rail project to meet the needs of the City involved a concerted design review effort. Many City departments worked closely with Sound Transit designers to resolve literally thousands of issues, everything from station colors to the type of trees. In addition, the City's Planning, Design and Arts Commissions joined together to form the Light Rail Review Panel (LRRP). The Panel drew from extensive professional expertise in the fields of architecture, urban planning, preservation, landscape architecture and civic art. This independent citizen oversight group, charged with project design review, helped to ensure that the design and materials of the system would enhance the neighborhoods it serves.



**Construction at the Beacon Hill Station.**



Working together, Sound Transit and the City are making sure that the light rail system is attractive, functional and efficient.



**Mount Baker Station.**

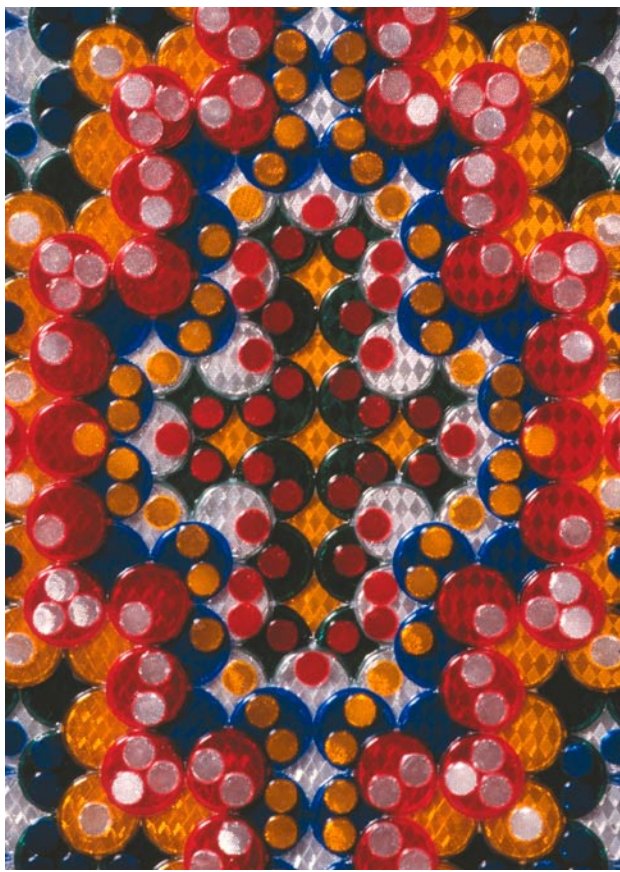


# STATION AREA PLANNING

Starting in 1998, the City built on recently completed neighborhood planning efforts, and developed a comprehensive Station Area Planning (SAP) program to help realize community goals by integrating them with opportunities provided by Link system planning. The station area planning effort led to Town Center Concept Plans for the Othello and Mount Baker stations, specific zoning changes for station areas, and pedestrian and bicycle paths to access stations.



Columbia City Station.



Corridor Station screen.

The City’s planning effort included an enormous public outreach component, with Station Area Advisory Committees, open houses, design workshops and public hearings, all of which influenced the design of the light rail system and stations.

## Link Light Rail Timeline





Othello Station artwork.



# ART, URBAN DESIGN & COMMUNITY BENEFIT

The Link Light Rail project is more than just a train.



Rainier Beach Platform artwork.

Along with Link comes the opportunity to enhance neighborhoods with added amenities. These include: an extensive public art program in and around the stations, plazas and public spaces; improved sidewalks and intersections; pedestrian lighting; underground utility lines; and a new Chief Sealth Trail for walking and bicycling, extending from Rainier Beach to Beacon Hill.



Lander Station.



Chief Sealth Trail.

Link Light Rail Starts

Service to SeaTac Airport

July 2009

Dec. 2009





# CONSTRUCTION IS HAPPENING

In November 2003, early light rail construction began on the Maintenance Base site in SODO. Work on the entire system began in earnest in 2004. Link Light Rail will use the existing Downtown Seattle Transit Tunnel to move through downtown Seattle. The tunnel will be retrofitted to accommodate both light rail and buses.



Construction at Pine Street.

Construction will continue through 2008, with service starting in 2009. Close and constant collaboration between the City and Sound Transit continues in the field throughout construction. Community groups stay involved through newsletter updates and regular meetings.



Beacon Hill Tunnel Station.



*We are building a light rail line that has the power to transform the city and get all of us moving forward together.*

- Mayor Greg Nickels

# MOVING FORWARD



Seattle Mayor Greg Nickels visits regularly with community and business leaders along the Sound Transit construction route.



Link Light Rail Train manufactured by Kinkisharyo International, LLC.

Even as Link light rail construction continues, planning and design is already underway for North Link — the next segment which extends from downtown to First Hill, Capitol Hill, U-District, Roosevelt and Northgate. In 2004, Sound Transit selected a preferred alignment to extend Link light rail north. This extension will serve some of the state’s largest employment and population areas, and will triple light rail’s system-wide ridership. Sound Transit is also studying future expansion of its mass transit system beyond North Link.

The City and Sound Transit have worked closely to plan, design and construct a new regional transportation system that enhances the surrounding communities and existing transportation networks. The Link system is a key element in Seattle’s future transportation network. By the year 2030, more than 150,000 people will ride Link line every day, making it one of the most effective new transportation systems in the nation.



Rainier Beach Station.



Westlake Station Tunnel.